



GOVERNOR ARNOLD SCHWARZENEGGER

August 24, 2009

The Honorable Joseph C. Szabo
Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Administrator,

On behalf of the State of California, I am pleased to formally transmit our applications for funding from Tracks 1, 3 and 4 of the \$8 billion High-Speed and Intercity Passenger Rail program contained in the American Recovery and Reinvestment Act of 2009.

These projects represent building blocks for a statewide network of rail lines that will tie high-speed to intercity to regional rail lines and will provide Californians with a true alternative to car and air travel. They are also the building blocks for a transportation system that improves mobility in our state and helps address the environmental and energy challenges of the 21st Century. Finally, they are building blocks that will put Californians to work immediately.

These are compelling visions, but in California, we have much more.

Through \$1.3 billion in infrastructure and equipment and more than \$900 million in operating support the state has invested over the past two decades, California has become home to the nation's second, third and sixth busiest intercity passenger rail corridors.

Those corridors will get busier. As our population climbs to 50 million by 2030 and passenger trips between our state's major cities double over the same time period, significant investment in intercity and high-speed rail is essential to ensure that our economy remains robust and that our environmental goals set out in nation-leading climate change laws are met.

What's more, Californians believe in the vision of improved intercity and high-speed rail. They said so loudly in November when they voted to put nearly \$10 billion toward the construction of a true high-speed train system spanning the entire state.

These 42 applications focus on improvements to California's existing intercity passenger rail network and, consistent with the Federal Railroad Administration's (FRA) guidelines and their Recovery Act emphasis for Track 1, emphasize job creation/sustainability, possess independent utility and can be completed within 24 months of obligation.



The Honorable Joseph C. Szabo
August 24, 2009
Page two

California also has an unmatched record for delivering intercity passenger rail capital projects. In cooperation with our freight and commuter rail partners, we have placed \$650 million in projects into operation and have another \$100 million in projects underway. The California Department of Transportation has construction and maintenance agreements in place with its partners and can begin work on projects as quickly as funds can be made available.

California shares the Obama administration's belief that rail must play a greater role in addressing the transportation and environmental challenges our nation faces in the 21st Century, and we look forward to continuing to work with the FRA in turning the administration's vision for high-speed rail in America into a reality.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger". The signature is fluid and cursive, with a large, stylized initial "A".

Arnold Schwarzenegger

/la

Attachment

**HIGH SPEED AND INTERCITY PASSENGER RAIL PROGRAM
SUMMARY OF CALIFORNIA APPLICATIONS
TRACKS 1, 3 AND 4**

Statewide Priority Ranking	Project Description	Application Amount
1	Positive Train Control—Moorpark to San Diego, except LA to Fullerton	\$35,200,000
2	Positive Train Control—L.A. to Fullerton—BNSF owned	39,320,000
3	Positive Train Control—Port Chicago (Concord) to Bakersfield (BNSF owned)	61,770,000
4	Air Quality Upgrades—State owned diesel passenger locomotive fleet	13,930,000
5	Construct Third Main Track between Los Angeles and Fullerton	38,300,000
6	Refurbish used “Comet 1b” cars to provide additional capacity	20,690,000
7	Performance Capitalized Maintenance in various locations	16,290,000
8	Construct Second Main Track between Stockton and Escalon	78,690,000
9	Railroad Crosstie Replacement in San Diego County	4,700,000
10	Install New Crossovers—Various locations in San Diego County	9,400,000
11	Construct Stub Track at Oceanside Intercity Rail Station	3,700,000
12	Install New Crossover at the West End of the Yolo Causeway	5,000,000
13	Construct “Trainbox” at San Francisco Transbay Terminal	400,000,000
14	Upgrade and Re-space Signal and Wayside Detectors in Orange County	14,100,000
15	San Jose Diridon Station—South Terminal Track Improvements	20,600,000
16	Install New Crossovers and Additional Track in Orange County	11,100,000
17	Upgrade Track and Structures in Various Locations in Ventura County	12,600,000
18	Construct 10 miles of 2nd Main Track in various locations in Contra Costa County	34,000,000
19	Replace Los Penasquitos Lagoon Bridge in San Diego County	26,000,000

**HIGH SPEED AND INTERCITY PASSENGER RAIL PROGRAM
SUMMARY OF CALIFORNIA APPLICATIONS
TRACKS 1, 3 AND 4 cont'd**

Statewide Priority Ranking	Project Description	Application Amount
20	Relocate Tracks to Improve Rail Flow through Sacramento Intermodal Station— Concurrent Application in Track 4	\$6,200,000
21	Track Upgrades in Various Locations in Orange County	67,100,000
22	Replace Crossties in Various Locations in Santa Barbara County	11,100,000
23	Preliminary Engineering and Environmental. to Extend Ortega Siding in Santa Barbara County and Install CTC upgrades (Track 1b)	1,200,000
24	Rehabilitate Narlon, Conception, and Grover Sidings in Santa Barbara County and Install CTC	13,900,000
25	Extend Station Track and Track Upgrade at Cabral Station in Stockton	18,000,000
26	Construct Maintenance of Way Spurs in Orange County	2,100,000
27	Construct Second Main Track Between Merced and LeGrand in Merced County	40,535,000
28	Signal Communications Upgrades in Orange County	10,100,000
29	Upgrade and Re-space Signal and Wayside Detectors in LA County	10,100,000
30	Extend Gregg Siding in Madera County	23,567,000
31	Preliminary Engineering and Environmental for Improvements to Seacliff Siding in Santa Barbara County (Track 1b)	1,700,000
32	Preliminary Engineering and Environmental for BNSF Richmond Rail Connection to Martinez Sub on Capitol Corridor in Contra Costa County (1b)	1,600,000
33	Construct Second Main Track Between Laguna Niguel and San Juan Capistrano in Orange County	48,100,000

**HIGH SPEED AND INTERCITY PASSENGER RAIL PROGRAM
SUMMARY OF CALIFORNIA APPLICATIONS
TRACKS 1, 3 AND 4 cont'd**

Statewide Priority Ranking	Project Description	Application Amount
Track 1 cont'd		
34	Improve Bicycle Storage Facilities on California-owned Intercity Passenger Rail Cars	8,230,000
35	Improve Track Alignment between Sorrento and Miramar in San Diego County	2,800,000
36	Station Access and Track Improvements at Chatsworth Station	17,100,000
37	Electronic Ticketing and Communications Upgrades	8,890,000
38	Wireless Network—Phase 1—On-train installation and Passenger Safety Information System	11,610,000
	TOTALS, TRACK 1 APPLICATIONS	\$1,149,322,000
Track 3—Dollar for Dollar Match Required		
	Strategic Assessment Pacific Surfliner Corridor	\$200,000
	Planning and Design—Integration of High Speed, Intercity, and Commuter operations at LA Union Station	1,500,000
	Feasibility Study—Increased Intercity Services Sacramento to Stockton	833,000
	Feasibility Study—High Speed Rail Service between LA and Palmdale	500,000
	TOTALS, TRACK 3 APPLICATIONS	\$3,033,000

Track 4—Dollar for Dollar Match Required		
	Relocate Tracks to Improve Rail Flow through Sacramento Intermodal Station— Concurrent Application in Track 1	\$3,100,000

TOTALS, TRACKS 1, 3, and 4 \$1,155,455,000